



DEPARTMENT OF THE NAVY
NAVAL AIR STATION OCEANA
VIRGINIA BEACH, VIRGINIA 23460

NAS Oceana
1974

IN REPLY REFER TO:
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16 April 1975

From: Commanding Officer, Naval Air Station Oceana, Virginia Beach,
Virginia 23460
To: Chief of Naval Operations (OP-05D2)
Subj: Command History (Report OPNAV 5750-1); submission of
Ref: (a) OPNAVINST 5750.12B
Encl: (1) History of the Naval Air Station Oceana 1 January 1974 -
31 December 1974
(2) Official biography and photograph of Captain W. D. Knutson,
Commanding Officer of Naval Air Station Oceana
(3) Official biography and photograph of Captain W. F. Rau,
Executive Officer of Naval Air Station Oceana
(4) Naval Air Station Oceana's Unofficial Welcome Aboard Map
(5) Naval Air Station Oceana's Unofficial Directory and Guide

1. In accordance with reference (a) Report OPNAV 5750-1 is forwarded
as enclosures (1) through (5).


W. D. KNUTSON

Copy to: (w/o encl. 2 through 5)
Director of Naval History (OP-09B9)
CINCLANTFLT
COMNAVAIRLANT/COMFAIRNORFOLK
COMTACWINGSLANT



HISTORY OF THE NAVAL AIR STATION OCEANA
1 JANUARY 1974 - 31 DECEMBER 1974

Narrative

Naval Air Station Oceana, Virginia Beach, Virginia is the Navy's largest Master Jet Base on the East Coast. To qualify as a Master Jet Base, NAS Oceana has two satellite bases. They are Tangier Island, located off the coast of Patuxent River, Maryland, and Naval Auxiliary Landing Field (NALF) Fentress, located seven miles south of Naval Air Station Oceana.

The total acreage of NAS Oceana including NALF Fentress is 8,675.2 acres. Its value has increased from an acquisition cost of \$2,709.02 in 1940 to an estimated value of \$20M in 1974. Further indication of NAS Oceana's growth and activity are the 9,000 military men and women attached to the station and squadrons home-based here, the 558 Civil Service employees, the 25,000 registered automobiles and the \$61M payroll. There are between 11,000 and 15,000 operations, take-offs or landings, each month.

The mission of Naval Air Station Oceana is to support the attack and fighter squadrons of Commander Naval Air Force, U.S. Atlantic Fleet (COMNAVAIRLANT). The station is also under the military command of COMNAVAIRLANT.

Captain Wilbert D. Knutson, USN, is the Commanding Officer of the station and Captain William F. Rau, USN, is the Executive Officer.

Of the six carrier air wings in the Atlantic Fleet, four are home-based at NAS Oceana: Carrier Air Wings ONE, SEVEN, EIGHT and SEVENTEEN (CVW-1, CVW-7, CVW-8, CVW-17) with a combination of 12 Fighter and Attack squadrons. Also home-based at Oceana are three squadrons each from Carrier Air Wing THREE (CVW-3) and Carrier Air Wing SIX (CVW-6). In addition to the carrier-based squadrons, there are four permanently attached squadrons: Fighter Squadrons ONE HUNDRED ONE (VF-101) and FORTY-THREE (VF-43), Attack Squadron FORTY-TWO (VA-42), and Fleet Composite Squadron TWO (VC-2). NAS Oceana based squadrons fly the A-6 Intruder, F-4 Phantom II, A-4 Skyhawk, and the Navy's newest jet fighter the F-14 Tomcat.

Departmental activities of significance in 1974 include:

Administrative

During 1974 NAS Oceana became one of the first activities to complete 100% training in Phase I Racial Awareness training through UPWARD MOBILITY Seminars.

A centralized management concept was implemented for the administration of Bachelor Enlisted Quarters in order to more efficiently operate the berthing assignments and improve material conditions with fewer personnel.

Comptroller

In July the mission of the Management Assistant was incorporated into the mission of the Comptroller Department. This change achieved better coordination between manpower management of CIVPERS ceiling point allocations and budgeting CIVPERS dollars.

For the sixth consecutive year Oceana was awarded the Cost Reduction Achievement Award. The contribution showed Oceana first in total dollars and second in percentage of goal among the NAVAIRLANT activities. One of the most significant programs which led to the performance by Oceana was the procuring of office furniture without cost through DOD excess listings. This action alone totaled \$235,000 and enabled Oceana to more effectively support the fleet units.

The Congressional approval in October of the DOD Budget resulted in a reduction of 14 ceiling points from 572 to 558. This reduction was achieved through attrition vice reduction-in-force.

Energy related products and services during 1974 increased from \$1,286,000 to \$2,437,000. The electricity costs increased 110% and fuel costs increased 70%.

Data Processing

The Data Processing Department was visited in October by Mr. Jonas Nordquist and Mr. Gudmundur Karlsson, Icelandic Nations from U. S. Naval Station, Keflavic, and their COMNAVAIRLANT host. They were provided detailed organizational and mission performance presentations

and inspection of the computer spaces. Their visit was concluded with a people-to-people luncheon in their honor.

Installation of the new key-entry shared processing system was completed in December. This system allows key punch personnel to enter raw data through a key board directly on to a memory disk. As the data is needed it is converted from disk to tape for direct input to the computer system. Through the use of this new system punched cards are eliminated completely for selected programs. All programs will be converted to take advantage of this system in the near future.

First Lieutenant

The First Lieutenant's Division continued to assist Public Works with grounds maintenance activities, did odd jobs for the BEQs, Plant Accounting, Security, etc., and did its part to maintain base cleanliness. The Division painted the new offices for the Red Cross, Plant Accounting, and Central Accounting in Building 830. The Division also gave the inside of the Library, the Hobby Shop, the Lucky Break, and Stables offices fresh new coats of paint. The second and third deck passageways and offices of WEQ were painted by the First Lieutenant's Division as well as classroom spaces in Building 210.

The First Lieutenant's Division also coordinated and participated in a "Clean Sweep" operation sponsored by the City of Virginia Beach.

"I" Division

"I" Division sent approximately 275 new NAS Oceana personnel through base indoctrination class, Career Information School, Drug Awareness class, and UPWARD Seminars during 1974.

Legal

On 21 October 1974, the Naval Legal Service Branch Office was formalized at the Naval Air Station Oceana. The host-tenant agreement was signed by the Commanding Officer and Captain (b)(6), JAGC, U. S. Navy, Officer-in-Charge, Naval Legal Service Office, Norfolk, Virginia.

The Naval Legal Service Branch Office is staffed with two JAGC Officers and three Legalmen.

The Naval Legal Service Branch Office provides NAS Oceana and its tenant squadrons with Trial Counsel, Defense Counsel and Court Reporters for courts-martial. Legal Assistance is also provided on an appointment basis.

During the current year, one JAGC Reserve Officer spent two weeks of ACDUTRA at the Naval Legal Service Branch Office assisting the office in various procedures.

Commander Tactical Wings Atlantic officially assumed his responsibilities at Naval Air Station Oceana on 12 July 1974. This event marked the arrival of a General Court Martial Convening Authority at Naval Air Station Oceana.

Air Operations

In January 1974 the Crash and Rescue Branch was completely civilianized and combined with the Structural Branch, and the entire Aircraft/Structural Fire and Rescue Division is now housed in the main firehouse. This allowed a reduction in personnel which generated estimated savings of \$56,756 the first year and a subsequent annual savings of \$11,456.

In March 1974 the Air Operations Maintenance Division was moved from its temporary trailer facilities into the newly constructed Hangar 23. This move meant a complete change from outdoor maintenance to better quality indoor maintenance. 1974 also saw the addition of 12 civilian employees into the transient line operation under the CIVSUB program. In addition, three clerical employees were hired to assume former AZ and AK billets, and two civilian aircraft electricians and two civilian aircraft mechanics were hired.

On 1 May 1974 the AIMS/DAIR (AN/TPX-42(V)5) system was accepted. This system replaced the Mark X (IFF/SIF) system and the ASRD-7 Radar Indicators. The AN/TPS-42(V)5 system enhanced the air traffic control capability of the station by giving the air controller a digital readout of the controlled aircraft's identification, altitude, and trail indications.

In May 1974 two new MB-5A crash and rescue trucks were received by the Aircraft/Structural Fire and Rescue Division.

On 28 May 1974 the E-5 chain arresting gear at ALF Fentress was removed and replaced with the more sophisticated E-28 gear.

On 22 November 1974 the Search and Rescue Unit received its first HH-46A SeaKnight helicopter which was to replace the HH-2D helicopter. The second HH-46A was received 4 December 1974.

Personal Services

Personal Services continued in its efforts to provide information and referral service to Navy personnel and dependents. Over 2,600 Welcome Aboard brochures were provided to personnel and their families with orders to NAS Oceana and its tenant activities. Among the brochures provided were 300 brochures for VF-142 and VF-143 transitioning to the F-14 in Miramar and due to arrive at Oceana in April 1975. The material enclosed in the Welcome Aboard brochures included pamphlets contributed by the Virginia Beach Chamber of Commerce through coordinated effort between Personal Services Center and the Chamber of Commerce.

In addition to providing information and referral service, Welcome Aboard brochures, and the use of the reference loan library, Personal Services lent out 487 cots, 36 port-a-cribs, and 87 hospitality kits consisting of dishes, pots and pans, silverware, and sheets during 1974.

In July the Personal Services Center took over the direction of the Navy Wives Service Information School. During the year 67 wives attended the school and found it most informative and beneficial. An evening session of the school held in September attracted the most attendance with 15 Navy wives attending. In October the school was conducted on three consecutive Tuesday mornings vice three consecutive days. This format was well received and the 1975 schedule of the Navy Wives Service Information School will include this new format. October 1974 Navy Wives Service Information School saw the addition of Mr. Tolentino from Household Effects in Norfolk as a speaker. Information on services provided by Household Effects had been requested by wives in previous evaluations of the school and Mr. Tolentino was very well received.

Public Affairs

NAS Oceana held an Open House and Air Show on 27 and 28 July to celebrate the station's 31st anniversary. Directly or indirectly, it was supported by nearly all station departments and tenant activities and attended by approximately 50 thousand visitors.

In November and early December, with the help of the Naval Instructional Television Detachment at Dam Neck, Christmas and New Year holiday greetings from local area Navy dependents were recorded on TV tape and forwarded to Oceana sailors serving overseas aboard carriers.

NAS Oceana published its first Unofficial Directory and Guide, a handsome 60-page welcome aboard type directory containing general information about NAS and its tenant activities plus personal services available, in April. This publication was considered a milestone in NAS's relations with its many publics.

The Jet Observer completed its transition to a Commercial Enterprise newspaper in April. A 2-year contract was awarded to Dear Publication & Radio, Inc., of Elizabeth City, N. C. In going commercial the paper acquired a more professional appearance and annually saves approximately \$6,000 of appropriated funds.

An attractive and handy Welcome Aboard brochure was printed and made available for distribution in February. Within its colored pages are detailed maps of the station and local area, important telephone numbers and a history of NAS. The brochure is made available to newcomers and visitors alike.

Public Works

A new Engine Preservation Shop was completed in February and Hangar 23, the first hangar on the south side of the field, was relocated to a site near the Operations Building to make room for a new hangar.

In April an addition to the Aircraft System Training Building was completed to house the F14 trainer.

Hangar 404, Oceana's fourth major Aircraft Maintenance Hangar was completed in July. The hangar was designed to support the new F14 aircraft.

The Airframe Maintenance Facility was completed in August and an addition as well as modifications to the existing Avionics Building were in support of the F14 aircraft.

October saw the completion of Wadsworth Homes, a new navy family housing project adjacent to Camp Pendleton. This housing provided 600 additional living quarters for officers and enlisted men.

Air Installation Compatible Use Zone (AICUZ) studies for ALF Fentress and NAS Oceana were completed in December. Community encroachment, especially residential development, is occurring with increasing frequency on privately owned lands abutting military air installations. Encroachment is particularly serious to the Department of the Navy because many of its air installations are located in coastal population centers subject to high growth rates. Local communities have become more aware of aircraft noise since enactment of the Noise Control Act of 1972 (P.L. 72-574). Consequently, increasing pressure is being exerted by local governments and citizens to restrict military flight operations. To prevent further encroachment and to safeguard the Navy's multibillion dollar investment in air facilities, the Air Installations Compatible Use Zones (AICUZ) Program was established by DODINST 4165.57 and OPNAVINST 11010.(draft). Specific program objectives are to (1) reduce noise pollution; (2) safeguard the public's safety, health, and welfare; (3) establish liaison with community planners and apprise the public of the Navy's operations, needs and endeavors to reduce noise; and (4) to protect the air installation's operational capabilities.

Safety

NAS Oceana received a citation from the Commander Naval Air Force United States Atlantic Fleet for accident free aircraft operations from 9 August 1973 to 8 August 1974.

Oceana civilian casualty statistics reflected only one lost time accident for approximately 550 civilian employees aboard this air station.

Oceana's Motorcycle Safety Course instructed more than 450 civilian and military personnel in the intricacies of motorcycle safety. Of particular note is that this course, sanctioned and approved by the U. S. Navy, is staffed entirely by volunteers dedicated to the safe operation of cycles.

Statistics pertaining to Foreign Object Damage to aircraft engines are of particular note. Despite the fact that the average base loading of aircraft aboard Oceana remained relatively the same from 1973 through 1974, the number of engines removed prematurely as a result of F.O.D. declined by almost 50%.

Special Services

A new enclosed softball field was constructed as a self-help project.

The self-help addition to the Child Care Center was completed, doubling its capacity and both working mothers and Friday/Saturday night child care services were added.

A new 18-hole putting green was built at the golf course along with numerous minor landscaping projects being completed enhancing the play and appearance of the facility. Construction was 50% complete on a new layout for #14 hole including a new green.

The Skeet facility was improved with a new parking lot, enclosed porch and barbecue pit, fencing, landscaping and numerous other small improvements to compliment the Virginia State, All Navy, Atlantic Fleet, World International, and other prestigious tournaments.

During the calendar year 1974, NAS Oceana played host to the following tournaments in addition to the Captain's Cup programs, which offered 10 Varsity and 15 Intramural programs. Tackle football was introduced as a new Varsity sport in 1974.

- (1) Fifth Naval District Boxing Championships
- (2) All Navy Boxing Championships
- (3) Fifth Naval District Slow Pitch Championships
- (4) Fifth Naval District Intramural Golf Championships
- (5) Atlantic Fleet Golf Championships
- (6) Fifth Naval District Skeet and Trap Championships
- (7) All Navy Skeet and Trap Championships
- (8) Atlantic Fleet Skeet and Trap Championships
- (9) Fifth Naval District Indoor Pistol Championships
- (10) Fifth Naval District Monthly Gallery Tournaments
- (11) World Skeet and Trap Championships

Special Events conducted in 1974 include the following:

- (1) NAS Oceana Boxing Show
- (2) Navy Day Relay Races
- (3) Youth programs and events in bowling and swimming
- (4) Virginia State Skeet and Trap Championships
- (5) NRA Zone 3 Skeet and Trap Championships
- (6) International Skeet and Trap Championships
- (7) NRA Atlantic Coast Skeet and Trap Championships
- (8) Virginia State 4-gun Championships
- (9) Oceana Hamburger Open (monthly)
- (10) NAS Oceana 3rd Annual Amateur Open Golf Tournament
- (11) NAS Oceana Invitational Golf Championships
- (12) Ladies Tidewater Golf Tournament
- (13) First Annual Oceana Karate Championships
- (14) First Annual NAS Oceana Horse Show

Supply

The very beginning of the year heralded a major effort in the on-going supply support planning for F-14A aircraft. This effort would eventually be accelerated due to a change in aircraft assignment date of 1 September 1974 to 1 July 1974. This necessitated a much earlier submission of initial outfitting requisitions which were developed from the F-14A AVCAL (Aviation Consolidated Allowance List). The original AVCAL contained about 13,500 items of stock and, after comparison with local stock records, about 10,000 requisitions were generated into the supply system for F-14A parts and material. The F-14A also generated additional military and civilian allowances which began arriving in early 1974. Plans were firmed and requests submitted for assignment of Grumman and Hughes logistic support representatives to NAS Oceana.

On 16 May 1974, the Supply Department began a ninety-day test of an innovative new packaging system with the trade name, "INSTAPAK". INSTAPAK differs from regular packaging systems in that liquid chemicals are sprayed from a nozzle into a container and expands in seconds to 100 times its original volume completely encapsulating the unit being packed. Cushioning is provided by the expanded, ultra-lightweight polyurethane foam. The major advantages of this system, in wide use within the Army and Air Force, are:

- *Reduction of labor costs per unit pack.
- *Reduction in storage space required for conventional packaging materials.
- *Reduction in cost and weight of packed containers.
- *Reduction in cost of packaging materials.
- *Reduction in packaging time.
- *Simplicity of packaging procedure.
- *Increased protection for repairable assets during shipment.
- *Reuseability of materials.

The company marketing INSTAPAK claims a 65% cost savings over such material as bubble wrap, one of the most widely used items in the Navy today. Primary packaging emphasis at NAS Oceana has been centered around protection of high cost repairable components. Some of these repairable items require so much material for protection, shipping costs have skyrocketed. INSTAPAK Corporation claims enough of a weight reduction to produce a freight cost saving of twenty-five percent.

About 1 August 1974, NAS Oceana implemented CLAMP (Closed Loop Aeronautical Management Program). CLAMP was designed by the Naval Aviation Supply Office to obtain tighter control over and more economical management of aviation repairables. The major benefit of CLAMP, according to its developers, is increased aircraft readiness through improved availability of repairable spare parts. CLAMP applies to A-6E and F-14A aircraft at NAS Oceana. To ensure accurate monitoring of the program, two civilian AFRs (ASO Field Representatives) were assigned to NAS Oceana by ASO. The principle aspects of CLAMP are fixed allowances for CLAMP repairables, a 24-hour goal for contractor response to requisitions, immediate retrograde of failed units, and separate supply system processing of CLAMP requirements so as to preclude competition with non-CLAMP requirements.

On 20 August 1974, storage facilities for motor vehicle gasoline were expanded to provide a three week endurance. This program was accomplished by converting, at no cost to the government, an 8,000 gallon railroad tank car for above ground storage.

Due to CLAMP and F-14A initial outfitting, repairable components carried in the rotatable pool increased to just under 2,000 from a previous range of about 500. This program was completed on 16 September 1974. The value of these items stands at twenty million dollars, up 100% from ten million dollars, and is expected to increase significantly as some 400 pool shortages are received. The rotatable pool normally does a business of around 2,500

issues per month valued in the neighborhood of thirty million dollars. It is expected that issues will skyrocket when full operational capability of the pool is achieved.

On 7 October 1974, the Aviation Support Division was reorganized to absorb the Screening Section. This section was previously a functional element of the Material Division, located in Building 722. The reorganization occurred coincident with relocation of the Rotatable Pool, Component Control, and Awaiting Parts Section within Building 513. The Supply Screening Section is responsible for processing all unserviceable repairable components released by AIMD for retrograde shipment to a designated overhaul point. The relocation/reorganization was primarily made possible by the availability of increased storage/issue floor space within the extension of the Aircraft Maintenance Department building. Usable floor space was increased from 5,200 square feet to 13,600 square feet. This increase also facilitated the Rotatable Pool expansion mentioned above.

Closing out the year, the Supply Department completed project plans and preparations for reclamation of JP-5 jet fuel. JP-5 is normally drained from jet aircraft for sampling to detect if contamination exists. After testing, the JP-5 is emptied into waste bowzers mingled with other discarded unuseable petroleum products for eventual disposal. The reclamation program will provide for positioning 55 gallon drums in squadron spaces to be used solely for accumulating jet fuel normally discarded. The reclaimed fuel will be returned to Fuels Division storage tanks and sold to departments or units to be used in ground starting equipment or other non-flying applications. The program is expected to produce annual savings of \$25,000 beginning in 1975.

Weapons

November 1974 saw the introduction of the Phoenix missile to Oceana. Designed as the primary air-to-air weapons system for the F14A Tomcat aircraft, the Phoenix may be launched at multiple targets and at much greater distances than current missiles. F14A air and ground crews have received intensive training in loading, testing and in-flight characteristics of the Phoenix through the use of highly sophisticated "captive" missiles. The Phoenix-Tomcat team will greatly enhance the offensive and defensive capabilities of the Atlantic Fleet.

As 1974 ended Naval Air Station Oceana prepared to face a new year of increased demands and technological requirements. NAS Oceana exists to serve the Fleet.

Chronology

January

- 2 Supply support preparation for F-14A aircraft accelerated into high gear.
- 6 NAS Oceana Otters Swim Team won second place at the Petersburg, Va., Winter Invitational "B" Meet.
- 9 Rear Admiral C. J. Seiberlich (OP51) Chairman, Logistic Support Study of Industrial Naval Air Stations (Oceana On-Site Review Analysis Phase) visited Oceana.

During January Crash and Rescue Branch was completely civilianized, combined with the Structural Branch and housed in the main firehouse.

February

- 19-22 BUPERS detailers visit aviation officers.

During February A new Engine Preservation Shop was completed.

Hangar 23, the first hangar on the south side of the field, was relocated to a site near the Operations Building to provide room for a new hangar.

Twenty thousand copies of an attractive Welcome Aboard Map published through Commercial Enterprise sponsorship was made available for distribution throughout the year.

March

- 12 House Appropriations Committee Investigating Staff Members -- Mr. Leonard M. Walters, Edwin J. Kelley -- made a tour of the helo facilities and aircraft hangars at Oceana as part of the Annual Review of DOD Fiscal Year 75 Military Construction Program.
 - 19 Captain (b) (6), F-14 Project Manager, visited Oceana.
 - 21 Oceana hosted the Golden Wings Luncheon at the Officers Club -- Vice Admiral R. W. Cousins, CINCLANTFLT, was guest speaker.
 - 25 BEQ Management Field Assistance Team visited the base.
 - 28 Rear Admiral R. G. Anderson, COMNAVBASE Norfolk, inspects Oceana.
- During March Potential Aviation Officer Cadets from Des Moines, Iowa toured the base as part of a Fly Navy recruiting trip.

Air Operations Maintenance Division moved into newly constructed Hangar 23.

NAS Oceana received honorable mention in the NAVAIRLANT Golden Mike Internal Relations competition.

April

- 2 Naval Finance Cleveland party aboard to discuss JUMPS.
- 2-6 Oceana and tenant personnel assisted Virginia Beach during a city wide beautification campaign.
- 8 Rear Admiral John S. Christiansen, DCNO (Air Warfare) visited Oceana and briefed officers in the station theatre.
- 9 Rear Admiral L. R. Geis, ASW Jacksonville, visited Oceana.
- 10 NAS Oceana hosted All-Navy Boxing Championships.
- 11 Published the first edition of the NAS Oceana Jet Observer newspaper under Civilian Enterprise sponsorship.
- 25 Read Admiral B. D. Holder met with Ex-POWs in the MATWING ONE Conference Room.
- 29 Rear Admiral John C. Dixon, Jr., inspected his new COMTACWINGSLANT spaces.

During April Oceana commended by CNO for tot lots built through self-help.

Completed addition to the Aircraft Systems Training Building to house the F-14 trainer.

Two thousand copies of NAS Oceana's first Unofficial Directory and Guide printed through Commercial Enterprise sponsorship was made available for distribution.

May

- 1 Rear Admiral J. Schoggin, Navy Resale System Office, briefed the Commanding Officer on Navy Exchange warehouse and consolidation.

Operations Department accepted the AIMS/DAIR (AN/TPX-42(V)5) system which replaced the Mark X (IFF-SIF) system and the ASRD-7 Radar Indicators.

- 16 Supply installed revolutionary new catalytic polyurethane foam packaging system for repairable material.
- 19 Golden Eagles Motorcycle Club formed the Golden Eagles Motor Patrol (safety oriented).
- 21 Rear Admiral W. P. Arentzen, Director of the Navy Regional Medical Center, Portsmouth, Va., visited Oceana.
- 22 The First Annual V. C. Sledge Award was presented to the Aircraft Maintenance Department by Rear Admiral C. T. Faulders, NAVAIRSYSCOM.
- 28 E-5 chain arresting gear at NALF Fentress replaced with sophisticated E-28 gear.
- 31 Congressman G. William Whitehurst visited Oceana.

During May Aircraft/Structural Fire and Rescue Division receives two new M8-5A crash and rescue trucks.

Annual Oceana Navy Relief Drive commenced.

New A-4 aircraft float built and entered in the Virginia Beach Armed Forces Day Parade.

NAS Oceana received its fifth consecutive Cost Reduction Program Award for FY73 savings.

June

- 5-6 NAS Oceana hosted COMNAVAIRLANT Quarterly Command Symposium at the Officers Club -- Rear Admiral J. S. Christiansen, DCNO (Air Warfare) guest speaker.

- 13 Mr. Robert Rozycki, Director of Requirements and Provisions Division, Office of Assistant Secretary of Defense, and Captain (b) (6), OPNAV, visited Supply and briefed the Commanding Officer.

During June Sixty-five NJROTC cadets from Lake Taylor High School in Norfolk, Va., toured Oceana.

July

- 1 Due to shortage of Navy doctors routine medical care for dependents shifted to Boone Clinic.
 - 5 NAS Oceana hosted International Skeet Shoot.
 - 11 NAS Oceana hosted the Area Commanding Officers' Luncheon.
 - 12 AICUZ discussion held at the Officers Club -- in attendance were Congressmen G. William Whitehurst and Robert W. Daniels, city officials from Chesapeake, Virginia Beach, Norfolk, and Delegates to the General Assembly.

Commander Tactical Wings Atlantic, Rear Admiral John C. Dixon, Jr., establishes headquarters at NAS Oceana.

Congressman Robert W. Daniels visits Oceana. Given indoctrination flight in TC4C and A6-E.
 - 22 East Coast's first female Naval Aviator, Ensign (b) (6), reports to Oceana based VC-2 for duty.
 - 26 NAS Oceana's first F-14 aircraft welcomed with the return of VF-14 and VF-32 -- Congressman Robert W. Daniels guest speaker.
 - 27-28 Conducted annual Oceana Open House and Air Show -- featured were the Navy Blue Angels flying A-4 Skyhawk jets.
- During July Hangar 404, Oceana's fourth major Aircraft Maintenance hangar was completed -- designed to support the F-14.
- The mission of the Management Assistant was incorporated into the mission of the Comptroller Department.

August

- 1 Implemented Closed Loop Aeronautical Management Program (CLAMP) for repairable material on the A-6E and F-14A aircraft.
- 2 Rear Admiral G. H. Gormley, CINCLANTFLT Inspector General, visited the base.
- 8 Rear Admiral G. A. Besbekos, Head of Norfolk Dental Clinic, visits Oceana.

Sixty cerebral palsey children tour the base.

Rear Admiral J. S. Christiansen, Deputy Chief of Naval Operations for Air Warfare, aboard as guest for CVW-8 change of command.
- 9-10 Held 10th annual Intruder Ball.
- 16 NAS Oceana change of command - Captain W. D. Knutson relieves Captain R. C. Mandeville.
Congressman G. William Whitehurst guest speaker.
- 20 Expanded MOCAS storage to provide a three-week endurance.

- 27 COMNAVAIRLANT, Vice Admiral F. H. Michaelis, makes first flight in an F-14 Tomcat. Hosted by VF-32.

During August Airframe Maintenance Facility was completed.

Addition to the Avionics building was completed in support of the F-14.

Commander Naval Air Force, U. S. Atlantic Fleet cites Oceana for one-year accident free aircraft operations.

September

- 5 Hangar 404 officially dedicated and opened with ribbon cutting ceremony.
- 16 Rotatable Pool expanded from 500 to nearly 2,000 line items valued at approximately 20 million dollars.
- 1974 Combined Federal Campaign begins.
- 30 Oceana's first Master Chief Petty Officer of the Command (MCPOC), ACCM Bill Mastrangeli, retires.

During September Oceana awarded sixth consecutive Cost Reduction Achievement Award.

Oceana's second MCPOC, BTCM C. H. Rosson, reports aboard.

October

- 4-5 Virginia Beach Neptune Festival King (Mr. James Sadler) toured the base.
- 7 Supply Department reorganized the Aviation Support Division to include the Screening Section.
- 7-8 Hosted the Shore Activities Energy Management Seminar at the "O" Club.
- 13 Held an all hands Navy Day picnic.
- 21 Oceana Host-Tenant agreement signed.
- 22-23 Oceana hosted AICUZ Seminar #6 at the "O" Club.
- During October Wadsworth Homes, a new Navy Family Housing project adjacent to Camp Pendleton was completed.

Oceana experienced a CIVPERS reduction of 14 ceiling points.

Phoenix missile introduced to Oceana.

November

- 14 Chesapeake, Va., city officials visited Captain Knutson to discuss aircraft noise in the Pentress area. Visitors included Mayor Marion P. Whitehurs, City Manager Mr. Durwood Curling, and Planning Commissioner Mr. Milton Perry.

- 18 Cost Reduction Achievement Award presented to Mrs. Young.
- 19 Seventeen Congressional Staff Delegates visit Oceana.
- 20 Rear Admiral John H. Alvis, F-14 Program Manager, visited Oceana and AIMD
- 22 Oceana Search and Rescue Unit receives its first HH-46A Sea Knight helicopter.

December

- 4 Oceana receives its second HH-46A helicopter for search and rescue.
- 12 Thirty Naval War College students toured the base and were given briefings by CVW-1.
- 13 Virginia Beach Mayor, J. Curtis Payne, and City Manager, George C. Hanbury, met with Captain Knutson to discuss AICUZ.
- 31 Completed formulation of JP-5 reclamation project.

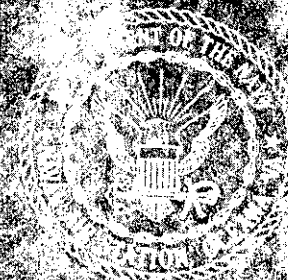
During Installation of new key-entry shared data
 December processing system completed.

NEWS RELEASE

from *Naval Air Station Oceana*

Virginia Beach, Virginia 23460

5ND NAS(OC) 5720/1 (Rev. 11-70)



TELEPHONE: Public Affairs Office 425-3131

RELEASE

Captain Knutson Biography

Release #148-74
August 12, 1974

Captain Wilbert D. Knutson, a native of North Dakota, graduated with the class of 1952 from the U.S. Naval Academy and reported to Pensacola, Florida for flight training. In February, 1954, he was designated a Naval Aviator and reported to Composite Squadron Three (VC-3) at Moffett Field, California as a night fighter pilot. After a Western Pacific deployment aboard the aircraft carrier USS Shangri La (CVA-38) in 1955 and 1956, Captain Knutson was assigned to All Weather Fighter Squadron Three (VF(AW)-3) and Fighter Squadron One Hundred Twenty-Four (VF-124) as a Flight Instructor for the F3H-2 Deamon and F8U-1 Crusader aircraft from 1956 to 1958.

Captain Knutson was selected for the Naval Test Pilot School and graduated with class XXI in February 1959. He was subsequently assigned to the Service Test Division as a project test pilot participating in the development and evaluation of the F-4 Phantom II and F8U-2N Crusader aircraft and numerous jet engines. This duty was followed by a two-year tour as Landing Signal Officer of Carrier

-more-

ENCLOSURE (2)

BIOGRAPHY
CAPTAIN W.D. KNUTSON
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Air Group Six (CVW-6) in the carriers USS Intrepid (CVA-11) and USS Enterprise (CVA(N)-65).

In June 1963, he entered George Washington University and after a year of study received a Master's Degree in Business Administration.

Captain Knutson reported to Fighter Squadron Eighty Four (VF-84) in 1964 as Operations Officer and deployed to Vietnam in June 1965 aboard the carrier USS Independence (CVA-62). From January to June 1966, he served as Carrier Air Wing Seven (CVW-7) Operations Officer. Captain Knutson commanded Fighter Squadron Thirty Three (VF-33) from 1967 to 1968 and deployed the first F-4J Phantom II squadron to Southeast Asia aboard the carrier USS America (CVA-66).

Captain Knutson served on the staff of Carrier Division Nine (COMCARDIV NINE) deployed to Southeast Asia aboard the carrier USS Hancock (CVA-19) from 1968 to 1969. He completed the course of instruction at the Naval War College, graduating with the class of 1970. After a six-month tour on the staff of Commander Naval Air Force, U.S. Atlantic Fleet in the Officer Personnel Section, Captain Knutson commanded Carrier Air Wing Seven from January 1971 to December 1971 aboard USS Independence (CVA-62). He assumed command of Fighter Wing One (COMFITWING ONE) in January 1972, a post he held until his assignment to command

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BIOGRAPHY
CAPTAIN W. D. KNUTSON
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NAS Oceana, August 16, 1974.

He is married to the former (b) (6)

(b) (6). Two daughters, (b) (6), reside with them (b) (6)

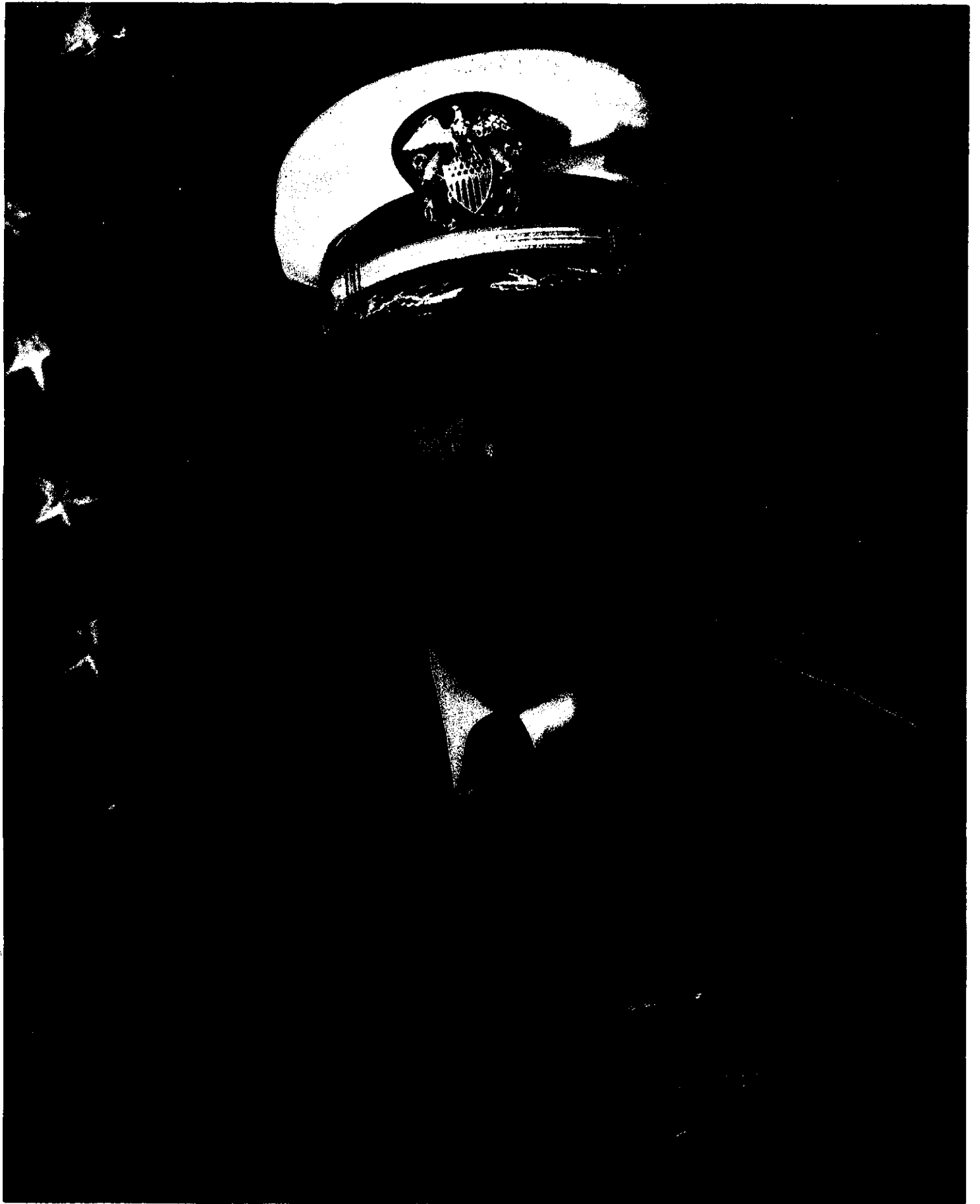
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NORFOLK VIRGINIA 23511

CAPT. W.D. KNOTSON, C.O. NAV OCEANA 12/31/74



CAPT W.F. RAU, X.O. NAS OCEANA 12/31/74